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The China Mail

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Weekly News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

No. 17,115.

號六廿月三年八十壹百九千壹英

HONGKONG, TUESDAY, MARCH 26, 1918.

午戌次歲年七國民華中

PRICE \$3.00 Per Month.

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS.
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
Tel. 916



NOTICE.
ANY EUROPEAN OR ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

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INSURANCE CO.**
WHICH ARE THE SHARERS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUND AT 31st DECEMBER, 1914.
\$23,970,387.
I—Authorized Capital \$5,000,000
Subscribed Capital \$2,500,000
Paid-up Capital \$2,437,500
II—Fire Funds..... \$3,837,947
III—Life & Annuity Funds..... 17,537,490
Sinking Fund Account..... 122,450
\$23,970,387
Revenue Fire Branch..... \$3,881,456
Life and Annuity..... 2,141,593
Branches.....
Revenue Marine Department..... 337,239
Other Receipts..... 478,940
\$23,970,387
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

**SHEWAN, TOMES & CO.,
Agents.**

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAY
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 15 minutes.

WEEK END
8.30 p.m. and 9 p.m. 8.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
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NIGHT CARS as on Week Days.

SATURDAY
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Season and punch tickets available for
all cars not already full running at the
times stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Remittance order
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General Managers.

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Steam and Motor Vessels,
Steel Building Work of every Description,
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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

THE PUBLIC IS HEREBY NOTIFIED that the following revised Passage
Fares between Hongkong & Canton will come into force on 26th March, 1918.
Dayboats. Nightboats.
Saloon, Single \$5.00 \$7.00
Return 8.00 12.00
End Class, Single 2.00 1.50
Deck 1.00 .50

In addition to the above, for the convenience of the travelling public a special
1st Class Return Ticket at Hongkong Currency \$11, and Chinese Currency \$11.80
available one way by Railway and the other by the Company's vessels, will also
be issued.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
9 p.m. (Sundays 1 p.m.).
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Thom, Cook & Son, Booking Agents, Hongkong.

THE HONGKONG ROPE MANUFACTURING Co., Ltd. Established 1883 MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 1 1/2"
CABLE LAYED 5" to 15"
4 STRAND 3" to 10"
Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co. General Managers.

Hongkong, April 11, 1918.

WATSON'S E THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.



POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY: NOT BY EXPENSIVE WORLD-WIDE
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WINE AND SPIRIT MERCHANTS,
HONGKONG

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS. BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 300 feet long.
Town Office, 43, CORNWALL ROAD Central Hongkong. Telephone No. 450.
Shipyard: Shum-Sat-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application. **WONG PING WA, Manager**
Howling, April 1, 1918.

BUSINESS NOTICES

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:—
—TELEGRAPHIC AD.—
"TAIKOO"
BUTTERFIELD & SWIRE
—TELEPHONE NO. 212—

GREEN ISLAND CEMENT CO., LD. PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS

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THE PEAK HOTEL. 1,500 Feet above Sea Level. 15 Minutes from Landing Stage. Under the Management of— Mrs. BLAIR.

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Price \$12 PER ANNUM, INCLUDING POSTAGE.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

THE WAR. THE GREAT STRUGGLE. FIERCE FIGHTING CONTINUES. BRITISH EXPERTS OPTIMISTIC.

(Reuter's Service to the China Mail.)

SIR DOUGLAS HAIG'S REPORTS.

HEAVY FIGHTING NEAR BAPAUME.
London, Mar. 25.
1.35 p.m.

Field-Marshal Sir Douglas Haig reports:—
The battle continues with great
violence along the whole front.
We heavily repulsed powerful at-
tacks yesterday noon and evening
northward of Bapaume. The Ger-
mans only at one point reached our
trenches, whence they were immedi-
ately thrown out.

Our fire stopped attacks elsewhere
before our positions. The enemy
were driven back with great loss.

Fresh hostile attacks developed
during the night and this morning
in this neighbourhood, also south-
ward of Bapaume.

Our counter-attacks southward of
Peronne drove back enemy parties
who crossed the river between
Lisourt and Brie.

A GIGANTIC STRUGGLE FOR
BAPAUME.

ENEMY REPORT.
London, Mar. 25.

A wireless German official report
states:—
A gigantic struggle is proceeding
for Bapaume.

The battle is progressing on the
Transloy-Comblies-Maurepas line.

We crossed the Somme at many
points between Peronne and Ham.

We are progressing between the
Somme and the Oise.

We have captured Chauny. The
booty is enormous.

The English, in retreating, are burn-
ing towns and villages.

We bombarded Paris with long-
distance guns.

BRITISH CONFIDENCE IN THE
ARMY.

ENEMY BLEEDING
COPIOUSLY.

London, Mar. 25.

London is talking and thinking of
nothing but the battle. Crowds
yesterday waited for special editions
of newspapers, containing Field-
Marshal Sir Douglas Haig's com-
muniquees and Reuter's specials.

The whole feeling is one of un-
diminished confidence in the Army.

There was a momentary depression
in consequence of the phrase in
Field-Marshal Sir Douglas Haig's
Saturday morning communique that
the defensive system west of St.
Quentin has been broken through,

but later communique inspired more
confidence, showing that the Army
is holding and that there are no
signs of disorganisation and no news
of any Division except those heroic
rearguard posts which had enabled
masses of infantry and artillery to be
steadily withdrawn. On the con-
trary all accounts suggest that the
enemy is bleeding copiously.

[* The Cable Co. advise us that a
correction is to follow.—Ed.]

EXPERTS UNANIMOUSLY
OPTIMISTIC.

Experts are unanimously optimis-
tic in their comments.

The Daily Chronicle says: "Assu-
ming that the German losses were
at least 150,000 they sustained a
reverse for not having obtained a
strategical success directly conducing
to a decision while they lost eight
or ten per cent. of their effective
troops without similarly lowering the
Allies' efficiency. This is a matter
of the greatest importance to him at
the present critical moment, when
the manpower pendulum is swing-
ing in favour of the Allies. No
weakness of the Anglo-French joint
army has yet been disclosed, and the
task before the Allies is the next
phase of the battle is more formi-
dable than the accomplished."

OUR LINE FIRM.

Mr. Perry Robinson, a Press Cor-
respondent in France, says:—
Instead of making a break, which
the enemy anticipated, our line is
firm and continuous before his every-
where, and so far from having any
notion of being beaten the morale of
our men remains magnificent. The
German gains are larger but we know
that they counted on getting by this
time three to five times further than
they actually got. The German
claims of prisoners taken are absurd.
Instead of open warfare the Germans
have before them armies embroiled
in full heart and spirit. At this
crucial moment, when the military
line is so firm, the morale of the
Allies is more formidable.

(Continued on Page 2.)

Hughes & Hough

Auctioneers to the Government.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
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PROPRIETORS
"Te-Kwa-Wan" Coal Storage.
Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.
Telegraphic Address
"MEXICO" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned.)

THURSDAY,

the 28th March, 1918, at 2.30 p.m.,
at No. 28, Jordan Road, Top Flat,
(off Nathan Road), Kowloon,
(next Diocesan Girls' School).

VALUABLE HOUSEHOLD FURNITURE,

As follows:—
Stained Teak Dining Room Suite,
Desk, Fender, etc., "Jacobean Style,"
Cabinet Gramophone and Stand, and
Music Cabinet, Special Artists Model,
Water Colours and Prints by Yamamoto,
(Artistically framed), Plate and Glass
Ware, etc.
Bedroom Furniture (Fumed teak).

Also

One KOREAN CABINET.
A number of lots of Books comprising
Works on Occult Subjects, Poems and
Drama, Novels, Art Magazines, etc.,
New Tennis Racquet and Racket, Electric
Fittings, etc.
(Full Particulars from Catalogue).
On view day of Sale.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Mar. 25, 1918.

PUBLIC AUCTION

THE Undersigned have received instructions from the Liquidator of the HONGKONG AMERICA LINE, to sell by Public Auction

THURSDAY,

the 28th March, 1918, at 11 a.m.,
at No. 3 Duddell Street.

A Portion of the Excellent and well
made OFFICE FURNITURE consisting
of Double Desks with Drawers, Office
Table, Large Teak Screen, etc., etc., etc.

Also

One STEEL SAFE by Arnheim, Berlin,
64 x 43 x 31.
One STEEL SAFE by Milner & Co.,
London, 31 x 28 x 28.
One UNDERWOOD TYPEWRITER,
and a number of Telegraphic Code
Books, etc., etc.
On view from Wednesday, the 27th
instant.
Terms—cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Mar. 25, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of the FIRM of Messrs. FREDERICK LOWTHY & CO., to sell by Public Auction

FRIDAY,

the 5th April, 1918, commencing at
11 a.m., at Ma-tao-kok,
Kowloon (City Road).

A QUANTITY OF

SECOND-HAND CONTRACTORS' PLANT,

Two 16-ft. Invaluable vertical double
crank compound set condensing twin
series direct action centrifugal pumping
engines (one left hand and one right
hand) steam cylinders 33 in. by 21 in.
by 12 in. stroke with the necessary fittings
and section and delivery pipes for a lift
of about 90 feet.
Two Gates Rock and Ore Breakers
(Allis Chalmers Co.) one No. 6 right
angle style and one No. 2 right angle
style with revolving screens, concave
timers and fittings.
One 20 in. by 10 in. Blake Crusher
(Frasar & Chalmers) with manganese
jaw plates.
Two Taylor's patent 1 yard Concrete
Mixers with Steel Framing and fittings,
various and spare gear.
One 5 in. Double Cylinder Manchester
Pump by Peares 7 in. and 12 in. cylinders,
14 in. stroke with section and delivery
pipes about 90 ft.
One 16 H.P. double cyl. Robey Port-
able Engine with usual fittings and
mountings.
One 8 in. Belt-driven Centrifugal Pump
with section and delivery pipes about
75-80 ft.
Also
A quantity of Steel Wire Rope, Old
Metal, etc.
On view from end April.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Mar. 24, 1918.

MR. BONAR LAW'S SCHEME.

WHAT CONSCRIPTION OF MONEY MEANS.

Mr. Bonar Law, as Chancellor of the Exchequer, has made the startling statement that after the war he would not be averse to the conscription of wealth, or to a levy on money.

He was speaking to the Trades Union Congress Parliamentary Committee, and said:—

"Until now, I have never seen any proposal which seemed to me to be practicable for getting money during the war by conscripting wealth, and personally up to this moment I do not believe it is possible." In 1913-14 indirect taxation represented 42 per cent. of the total and direct 58 per cent. Now indirect taxation represents 13 per cent. and direct 82 per cent. The great cost of the war had been paid by those who had wealth.

"I would venture to say this: That the political conditions which prevail in this country after the war will be such that the burden of this taxation is not likely to fall on the wage-earners so long as there is wealth which can be made to pay it. But I feel that the total burden of taxation represented by the National Debt, however you adjust it, will mean a burden on industry."

"I suppose you take this view—and I am inclined to take it myself—that we ought to aim at making this burden one which will rest practically on the wealth that has been created and is in existence at the time the war comes to an end—not merely that it should not fall on the wage-earning classes or the people with small means, but also that it should be as far as possible borne by the wealth that exists at the time, so that it would not be there as a handicap on the creation of new wealth after the war."

"How is that to be done? The question of the conscription of wealth is entirely a matter of expediency, whether it will pay best to have a general capital levy and reduce the National Debt as far as you can or have it continued for fifty years as a constant burden of taxation. My own feeling is that it would be better, both for the wealthy classes and the country, to have this levy of capital. But I am convinced that you cannot do that while the war is going on, and that you will not get the money if you try to do it, but that you will run the risk of falling short of money," added Mr. Law.

INJUSTICE INVOLVED.

Mr. Hartley Withers, the editor of the "Economist," writing in the "Weekly Dispatch," says:—

"Unfortunately, he does not seem to have considered the injustice and difficulties involved in such a scheme, even if it is imposed when the war is over. During the war we are all being urged to save every penny that we possibly can and put it into War Loans, National War Bonds, and War Savings Certificates, so that it may be used for the support of those who are fighting for us and are making no much greater a sacrifice for their country than any that we can make, however austere we restrict our spending and save every penny for the war."

In consequence of these appeals, many thousands of people all over the country are stinting themselves and saving as much as they can and putting the money into War Bonds and Certificates.

"The Chancellor's policy, which he has thus announced to the Labour leaders, would involve that all the people who have made this sacrifice would be penalised by having a large slice of their holdings of War Loan taken away, while their less patriotic neighbours, who have spent all their incomes on themselves during the war, without any thought of the energy and labour that they were thereby diverting from supplying the needs of our soldiers, would be let off scot free or comparatively lightly, because they would have no property to attach, or less than their more patriotic neighbours. It must be understood clearly, of course, that there is no question of any special levy on War Loans, National War Bonds, or War Savings Certificates.

In conclusion, it may be said that not only injustice but grave economic objection is involved in any form of taxation which, by being aimed specially at accumulated capital, penalises the thrifty who provide capital which is, after all, the sinews of industry, and lets off those who spend money freely on themselves, without any thought of responsibility for the use of it. And for the special need of the moment—financing the war to a victorious end, and the establishment of the reign of justice and good-will on earth—no scheme should be considered which discourages those who do their duty to our soldiers by going

without things and so providing money for the war."

WEALTH IS ALREADY CONSCRIPTED.

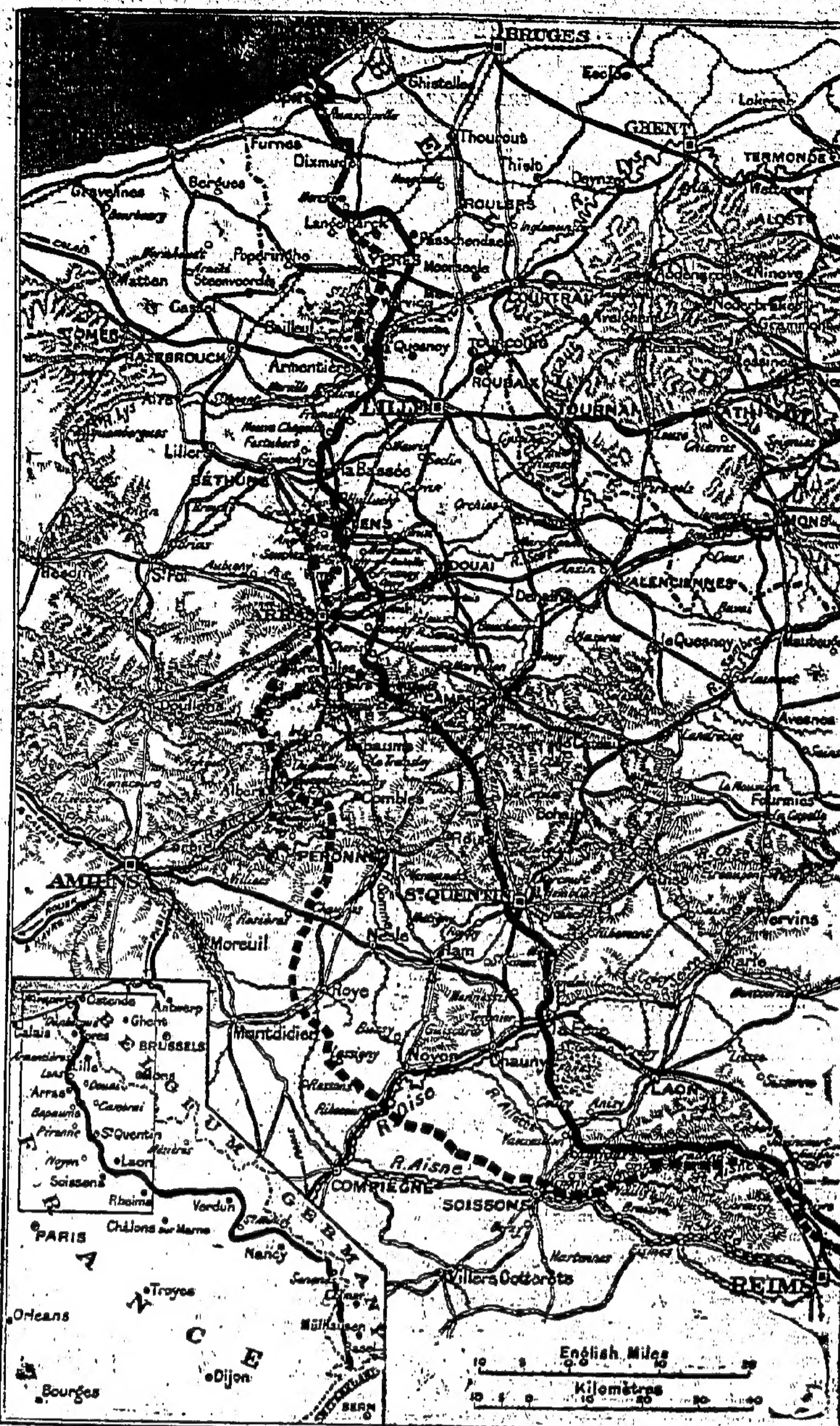
Mr. J. A. R. Marriott, M.P., writing to "The Times," says:—
"To those who would daily with the notion of the 'conscription of wealth,' still more to those who definitely advocate it, I would venture, with great respect but with deep seriousness, to urge one or two further points:—
(i) Wealth is already conscripted. Taxation is not a voluntary but a compulsory levy, and to suggest that wealth is not already, and very heavily, conscripted is to make an illegitimate and mischievous appeal to prejudice and ignorance."

(ii) As a means of financing the war, a levy on capital would be worse than useless. What we need for financing the war is new money; and new money is the result of day-to-day production and day-to-day abstention from the consumption of what is produced. Any attempt to make a compulsory levy upon accumulated wealth would have two immediate and disastrous results: (a) it would reduce to zero the value of existing property, and (b) it would arrest its accumulation for the future. In a word, it would defeat its own object."

(iii) As a post-war measure, a levy on capital is not outside the bounds of economic possibility. But is it within the bounds of expediency? To repudiate a portion of the debt would be a relatively simple process; but no one proposes to discriminate against the holders of national securities. Rather the reverse. Which particular form of capital will you then select? If industrial capital be the object of attack, how can you discriminate between the 2% which one workman has invested, let us say, in Lever's Soap Works and the 2% which a jobbing gardener has invested in tools? Both will be subject to the same levy, and after such a levy who would ever again purchase a good, much less a gas engine? Or who would advance 2s. upon a mortgage to facilitate the building of workmen's houses?

A THIRD OF THE NATION'S WEALTH.

Who is likely to stint himself by taking up War Bonds if he has even a suspicion that a portion of them will be



THE BRITISH LINE.

The dotted line in the map is the line we held previous to the Battle of the Somme, and to which we are now withdrawing.

taken from him when the war is over?"

asks the City Editor of the "Daily Telegraph." Government securities being the most readily accessible form of capital, since the least easy to conceal, the tendency will be to avoid them. In a general levy they will form one of the most important factors. Before the war the country's wealth was variously estimated at from £15,000,000,000 to £20,000,000,000. With a National Debt promising to reach £8,000,000,000, if the war lasts another six months, it is clear that Government securities will represent about a third of the national wealth. Consequently, in a general levy, they could not be left out unless specially exempted. That being so, the denial of repudiation as being disastrous and dishonourable becomes meaningless, for there is practically no difference between repudiation and confiscation to the holder of the securities."

It is superfluous to point out that there are many kinds of capital upon which an assessment cannot be realised," adds this City Editor. "Brain-power has a certain capital value, but while you can tax the income it produces, how can any capital assessment be levied, if there is no accumulated realisable wealth?"

TRADE WITH RUSSIA.

GERMANY ORGANIZING IMPORTS.

The financial columns of the German newspapers now contain a certain amount of information about the German plans for the economic exploitation of Russia. The first objects are to obtain imports from Russia, to prepare for exportation to Russia, and to set up a financial scheme.

The German Government began by consulting representatives of the trades interested in the importation of metals, leather, skins, corn, and fodder. It is intended to organize importation by employing the German trade experts who hope to resume their trade connections in Russia, but everything that is imported will really be imported for account of the German Government, which will control and ration distribution. Although some exchange of commodities has already begun, at the moment, great doubt is expressed as to the immediate prospects of importation on any large scale, especially as regards corn and metals. It is evident that the Germans are particularly anxious to get metals. As regards Germany's exports to Russia, there is no

suggestion that Germany can in the immediate future spare large supplies, but it is suggested that she may export medicines and agricultural machinery.

According to the "Frankfurter Zeitung," it is argued that, in the circumstances, Germany must be prepared to make cash payments for the raw materials that she wants, and it is held that a display of cash will be the best means of restoring German credit, which is admittedly still low in Russia, and also of increasing Russian confidence in the policy of the Bolsheviks. A finance conference, consisting of the eight principal German banks, was held in Berlin recently, and the Government and the bankers are said to be working out the best and most profitable means of enabling Germany to make payment in rubles.

The "Cologne Gazette" says that one of Germany's chief objects must be to secure all the debts to Germany which were suspended by the war. The journal remarks complacently that, whatever methods may be adopted for the regulation of commercial relations, Germany has the upper hand. It also says:—

"The immense noise which is at present being made on the Thames and on the Seine shows that our economic settlement with the Russians is feared. This is shown also by the efforts which are being made by the disturbance of peace negotiations, and the 'Yankees' also are finding that the Germano-Russian rapprochement is greatly upsetting their calculations, which seemed to them so simple."

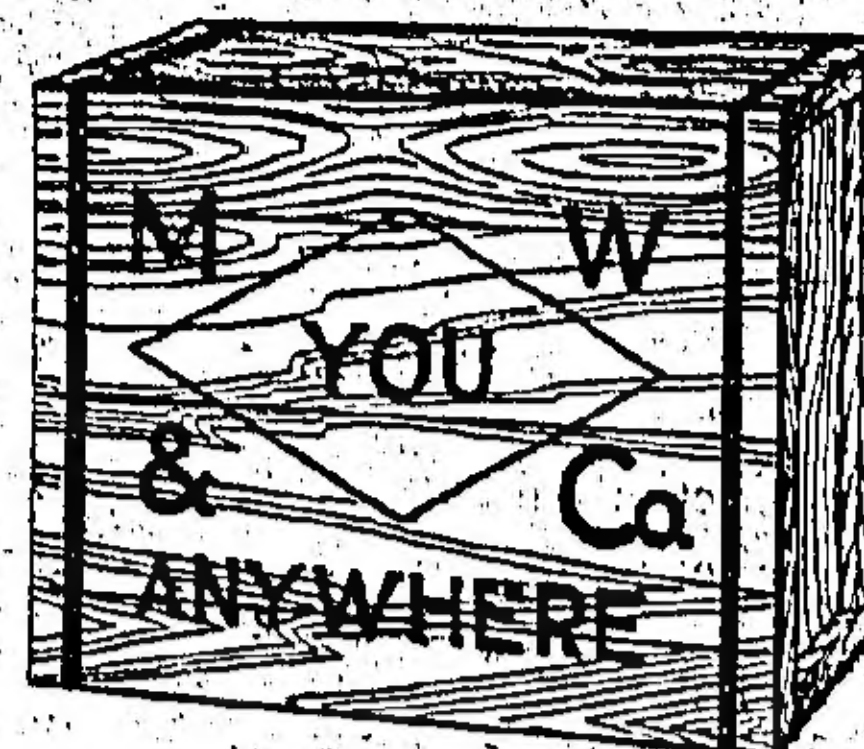
COUGHING INTO CONSUMPTION

"Only a cough," but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. DEBILITATED. PHOSPHORUS. PRICES \$1.25 and \$2.25.

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CHICAGO, U.S.A.

Variety of Uses.

The uses to which LEA & PERRINS' SAUCE can be put are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for Roast Meats, Fish, Game, Cheese, Salad, etc.

In the Kitchen, it is indispensable to the cook for flavouring Soups, Stews, Gravies, Minced Meat, etc.

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with Soda-water.

Lea & Perrins
The Original and Genuine
WORCESTERSHIRE



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SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

LEAK & CO
SCIENTIFIC OPTICIANS
27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 180

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS
LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

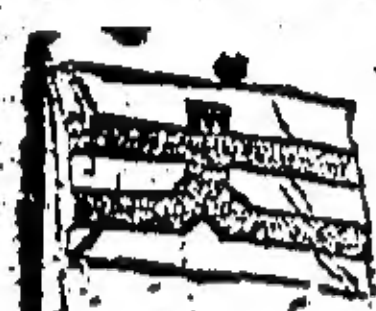
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LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID
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LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

Wireless on all steamers. Rates of fare and a half available to
Europe for two years, or Intermediate Ports for six months. Round-the-world and
through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING
Etc. apply to—
P. & O. S. N. Co.'s Office,
Superintendent.



O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS
FROM HONGKONG.
(SUBJECT TO ALTERATION).

North American Line. For Victoria, Seattle and Tacoma, via
Shanghai, Manila, Nagasaki, Moji,
Kobe and Yokohama.
"CANADA MARU".....Tuesday, 2nd April at Noon.
"MANILA MARU".....Thursday, 25th April at 3 p.m.

FORMOSA LINE.—For Tamsui, Keelung, Anping and Takao, via
Swatow and Amoy.
"SOSHU MARU".....Thursday, 29th Mar. at 8 a.m.
"KAIYO MARU".....Sunday, 31st Mar. at 10 a.m.
"JOSHIN MARU".....Monday, 1st Apr. at 9 a.m.
Calling at Tamsui, Keelung via Swatow and Amoy.
Quitting Tamsui and Keelung.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF,
near the Harbour Office and while the steamer is alongside the wharf Telephone
No. 50 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,
Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,
calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore
and Colombo. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan
and Mesuar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS
APPLY AT THE OFFICE.

K. YAMASAKI, Manager.

Tel. Nos. 744 & 745.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN AND HONOLULU
and vice versa, fortnightly joint-service of the
"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departure from HONGKONG:

Steamers	Tons	Sailings
to SAN FRANCISCO Rembrandt	10,000	3rd April
to JAVA and SINGAPORE		
Rijnland	8,000	27th March
Kavi	8,000	28th March
Grotius	10,000	30th March
Vondel	10,000	30th March

These superior passenger steamers have excellent accommodation for first
and second class passengers.
For further particulars apply to—
JAYA-CHINA-JAPAN LINE,
Agents.

TELEPHONES 1574-1575-1576.

HONGKONG-SEATTLE.

Steamer about beginning of
April.

Per Cargo Space apply to—

DODWELL & CO., LTD.
Agents.

NATAL LINE OF STEAMERS.

TAKING cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAPE TOWN, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Cape Town with	On or about
A. S. S. S.	Shortly		

For freight and further particulars apply to
DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Semarang and Sourabaya.

Sails on or about

For Sailing Dates, Freight or Passage apply to

DODWELL & CO., LTD. Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO ALL
AMOI & SHANGHAI	SOYANO	Mar. 27, Daylight
SHANGHAI	SOYANO	Mar. 28, at 3 p.m.
SWATOW & BANGKOK	LUCKOW	Mar. 29, at 9 a.m.
SWATOW & SHANGHAI	TAMUO	Mar. 29, at 9 a.m.
SHANGHAI	SUSUKI	Mar. 30, at 3 p.m.
SHANGHAI	SUSUKI	Apr. 2, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent
Saloon accommodation. Amplest Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong and Shanghai,
taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at
Wooning. For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 34.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	To San
MANILA	YURESANG	THURSDAY, Mar. 23, at 3 p.m.
HAIPHONG	TAKSANG	SATURDAY, Mar. 30, at 7 a.m.
MANILA	LOONGSANG	FRIDAY, Apr. 6, at 3 p.m.

CAIROUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling
at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently
calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with
electric light and carry a fully qualified Surgeon. This line is temporarily
disorganized owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton
and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,
and through tickets can be obtained for Northern and Yangtze Ports via
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with
good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,
calling at Haiphong when independent of others.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by
a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,
Tawau and Lahad Dett.

TIENTSIN LINE.—A regular service is run from March to October between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under the Chinese Government Passport Regulations, All European Passengers,
having the Colony for Straits Settlements, are required to produce on arrival at
destination passports with their photographs and description affixed thereto.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

VETARZO BLOOD MEDICINE

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
Blood is the life of the body, and its purity is essential for health. Vetarzo Blood Medicine is a powerful purifier of the blood, and its use is recommended for all cases of blood impurity, such as skin diseases, rheumatism, and general debility. It is a safe and effective remedy, and its use is guaranteed to produce the most beneficial results.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2 oz. 12-20 & 40
KNIFE BOARDS
PREVENT FRICTION IN CLEANING INJURY TO THE KNIVES
JOHN JAMES & SONS LIMITED
BLACK LEAD MILLS, LONDON

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS CAPTAIN LEAVING.
HAITAN Capt. A. E. Hodgkins FRIDAY, 29th March at 12 Noon.
HAICHONG Capt. J. W. Evans THURSDAY, 4th April at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.
General Managers.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS,
AND LONDON.

Through Bills of Lading issued for BATA,
VIA PERSIAN GULF, CONTINENTAL,
AFRICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer carrying His Majesty's Mails will be
despatched from this port as usual taking
Passengers and Cargo for the above ports.
Passengers' accommodation in the connecting
vessel is secured before a departure
from Hongkong.
Silk and Valuable Cargo for Italy,
France and London (under arrangement)
will be conveyed in this steamer
proceeding via Bombay and there
transhipped to the oncoming steamer
for Marseilles and London.
Parcels will be received at this Office
until 3 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, sailing dates
etc. apply to—

E. V. D. PARR,
Superintendent
Hongkong, Nov. 23, 1917. 2316

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, VIA
HONOLULU, JAPAN PORTS AND
SHANGHAI.

THE Steamship "TENYO MARU"
The above-named Steamer having
arrived, Consignees of Cargo are hereby
notified to send their Bills of Lading for
counter-signature, and to take immediate
delivery from alongside.

Cargo remaining undelivered on
6th March, 1918, at 5 p.m. will be
landed at Consignees' risk and expense,
and delivery must then be taken from the
Company's Godown.

Storage charges will be assessed on all
Cargo remaining undelivered on 1st
April, 1918, at 5 p.m.

No Fire Insurance whatever will be
effected.
No Claim will be recognized after the
Goods have left the Steamer's Godown.
All claims for damaged Goods will
be made into the Company's Godown,
where they will be examined on 2nd
April, 1918, at 10 a.m.

No Claim will be recognized if filed
after the 10th April, 1918.

T. DAIGO,
Manager.

Hongkong, Mar. 25, 1918. 202

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"AGAMEMNON"
are hereby notified that the Cargo will
be discharged into Holt's Wharf, Kow-
loon, where it will lie at Consignees' risk.
The Cargo will be ready for delivery from
Godown on and after 18th March.
Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.

All broken, chafed and damaged goods
are to be left in the Godown, where
they will be examined on any Tuesdays
and Fridays between the hours of 10 a.m.
and noon within the free storage
period.

No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 2nd April will be subject to
rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 14th April or they will not
be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, Mar. 25, 1918. 265

THE BRITISH INDIA STEAM

NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM SEATTLE AND VANCOUVER.

THE Steamship "VIRGIL"
Having arrived from the above ports,
Consignees of Cargo by her are hereby
informed that all Goods are being landed at
their risk into the Godown and/or extra
handlance Godown of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 2nd April,
at 5 p.m., will be subject to rent.
All broken, chafed and damaged pack-
ages are to be left in the Godown where
they will be examined on TUESDAY,
the 2nd April, at 10 a.m. Claims against
the steamer must be presented within
10 days of arrival, otherwise they will
not be recognized.

No Fire Insurance will be effected by or
in any case whatever.
Bills of Lading will be countersigned
by—

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, Mar. 25, 1918. 224

BRIDGE SCORERS

10 Blocks of 10 SHEETS

50 cents each

Yates for One Dollar

Obtainable at

The China Mail Ltd.

Wharves Street

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Shidzenkoku Maru, 12,500 tons SAT.	30th Mar. 11 a.m.
	Kaga Maru, 12,500 tons SAT.	13th Apr. 11 a.m.
Nagasaki, Kobe & Yokohama	Aki Maru, 12,500 tons SAT.	30th Apr. 11 a.m.
	Tango Maru, 12,500 tons SAT.	18th May, 11 a.m.
Shanghai, Moji & Kobe	Bangook Maru, 8,000 tons TUE.	26th Mar.

London or Liverpool via Spore, Colombo, Delagoa Bay & Cape Town

Melbourne via Manila, Zamboanga, Thursday 1st, Townsville, Brisbane, & Sydney

New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal

Bombay via Singapore, Malacca, & Colombo

Calcutta via Singapore, Penang & Rangoon

(Omitting Shanghai and/or Moji) * Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

VIA

Manila, Shanghai, Nagasaki, Kobe, Yokkaichi & Yokohama.

Operated by the magnificent and splendidly equipped
Passenger Steamers "Fushimi Maru," "Suwa Maru,"
"Kashima Maru" and "Katori Maru," each of over 20,000
tons displacement.

Next sailing from Hongkong:

"Katori Maru," SATURDAY, 16th April, at 11 a.m.

(Omitting Manila, Eastbound)

For further information apply to

NIPPON YUSEN KAISHA,

B. MORI, Manager.

Telephone 293 & 298

HONGKONG DEFENCE CORPS.

Orders for Artillery Company by Capt. J. H. W. Armstrong, V.D.

PARADES AT BELCHERS BATTERY.
Thursday, 28th inst.
7.30 a.m.—Right Half Company.
D.R.P. Class only.
8.15 p.m.—Left Half Company. D.R.P. Class only.

Orders for Engineer Company by Captain W. Russell.

2nd to 5th inst.
E. L. HANING NIGHTLY.
Parades as per rosters posted at Headquarters. Engine drivers at 6.15 p.m.; electricians at 6.30 p.m.

OFFICERS NEXT FOR DUTY.
Belchers—2nd Lieut. Mathewman.
Lyemum—2nd Lieut. Templeton.
Stonewaters—2nd Lieut. Marley.
INSTRUCTION FOR N.C.O.s AND MEN OF ARTILLERY BATTALION ATTACHED FOR DUTY.
Class 1 at Belchers at 8.30 p.m. on Mondays and Thursdays.
Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays.
Class 3 at Lyemum at 6.30 p.m. on Tuesdays and Fridays, under Staff.
Serge. Overdone and Parsons, R.E., Corp. Day and 2nd Corp. Norris, H.E.D.C., at Belchers; and Staff Serge. Barclay and White, R.E., and Sergt. Williams, H.K.D.C., at Lyemum.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.
"A" Company.

Thursday, 28th inst.
4.30 p.m.—Annual Musketry Course.
Part 3, Practices 15, 16, 17 and 18, at King's Park Range, for all who have not fired these practices. Dress, etc., as above.

"B" Company.

Wednesday, 27th inst.
5.15 p.m.—No. 8 Platoon, at Kowloon Dock. Platoon drill.
5.30 p.m.—No. 7 Platoon, at Polo Ground. Hongkong residents will parade at Polo Ground at 5.10 p.m. and proceed by tram to Causeway Bay.

Thursday, 28th inst.
4.30 p.m.—Annual Musketry Course.
Part 3, Practices 15, 16, 17 and 18, at King's Park Range, for all who have not fired these practices. Dress, etc., as above.

5.15 p.m.—Nos. 6 and 6 Platoons on Cricket Ground. Dress, drill order.

MACHINE GUN COMPANY.

Wednesday, 27th inst.
5.15 p.m.—Drill at Headquarters, Nos. 4 and 5 Guns only.

Thursday, 28th inst.
4.30 p.m.—Annual Musketry Course.
Part 3, Practices 15, 16, 17 and 18, at King's Park Range, for all who have not fired these practices. Dress, etc., as above.

5.10 p.m.—Drill at Headquarters. The following men only need attend: Ptes. Field, Irvine, Labrum, Logan, McKenna, Piquet and Stapleton.

MOTORIZED SECTION.

Thursday, 28th inst.
4.30 p.m.—Annual Musketry Course.
Part 3, Practices 15, 16, 17 and 18, at King's Park Range, for all who have not fired these practices. Dress, etc., as above.

5.15 p.m.—At Jockey Club Stables. Dress, drill order without rifles.

SIGNALING SECTION.

Thursday, 28th inst.
4.30 p.m.—Annual Musketry Course.
Part 3, Practices 15, 16, 17 and 18, at King's Park Range. Dress, etc., as above.

ORDER FOR CDET COMPANY BY END LIEUT. J. E. W. BART.

PARADES.

Wednesday, 27th inst.
5.15 p.m.—Nos. 3 and 4 Sections at Yau-mai-Foot Ground. Squad drill.

5.30 p.m.—Band practices at Headquarters.

G. Z. STEWART, Captain.

Adjutant, H.K. Defence Corps.

Hongkong, 22nd March, 1918.

TEMPERATURE.

Hongkong, March 25, 1918.

Barometer—9 a.m. 29.70

Do 1 p.m. 29.65

Do 4 p.m. 29.64

Do 7 p.m. 29.63

Do 10 p.m. 29.62

Do (wet bulb) 1 a.m. 29.64

Do (wet bulb) 4 a.m. 29.64

Do (wet bulb) 7 a.m. 29.64

Do (wet bulb) 10 a.m. 29.64

"Compare the work"



The Typewriter of Triple Service.

Letter Making

Card Typing

Billing, all in one.

More work with less effort.

ALEX. BOSS & Co.,

4, Des Vaux Road Central.

SPORTING.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The eighth of the series of Club Championship races for the Handicap Class, One Design Class, and Heyard Hays and Guel Class was sailed off on Saturday afternoon with the following results:

HANDICAP CLASS.

Course—Lyemum Beacon (P). Out Rock Buoy (P). Channel Rock (S). Distance: 10.1 miles.

Yacht. Course. Time. Pts. to date.

Dione. 5.31. 5.17. 01. 5.19. 32.

Rolla. Scratch. 5.16. 00. 5.16. 00.

Jessica Reeves. 5.41. 5.19. 01. 5.19. 01.

Diana. 5.03. 5.42. 15. 5.37. 12.

Colleen. 5.34. 5.42. 15. 5.37. 12.

Alien. 10.06. 5.42. 15. 5.37. 12.

Disqualified.

Position. Pts. for race. Pts. to date.

(1) Rolla. 7. 35.

(2) Dione. 5. 28.

(3) Diana. 4. 28.

Colleen. 3. 19.

Alien. 1. 18.

ONE DESIGN CLASS.

Course—Lyemum Beacon (P). Out Rock Buoy (P). Channel Rock (S). Distance: 10.1 miles.

Yacht. Course. Time. Pts. to date.

Lyemum. 5.31. 5.17. 01. 5.19. 32.

Rolla. Scratch. 5.16. 00. 5.16. 00.

Jessica Reeves. 5.41. 5.19. 01. 5.19. 01.

Diana. 5.03. 5.42. 15. 5.37. 12.

Colleen. 5.34. 5.42. 15. 5.37. 12.

Alien. 10.06. 5.42. 15. 5.37. 12.

Disqualified.

Position. Pts. for race. Pts. to date.

(1) Rolla. 7. 35.

(2) Dione. 5. 28.

(3) Diana. 4. 28.

Colleen. 3. 19.

Alien. 1. 18.

HONGKONG HOTEL.

Mr. D. Abraham. Mr. and Mrs. C. M. R. Adam.

Mr. G. G. Anderson. Mr. and Mrs. F. C. M. G. Archibald.

Mr. E. Band. Mr. and Mrs. H. L. Baring.

Mr. J. H. Baring. Mr. and Mrs. J. J. B. B. Baring.

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POST OFFICE NOTICES.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Ethiopia, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

LOCAL AND REGULAR MAILS.

OUTWARD.

For Week-Days. Saturdays & Holidays.

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For Week-Days. Saturdays & Holidays.

Pimp Eczema Began On Fingers

Itched terribly. Spread over both hands and to armpits. Left dry chappy sort of crust which was intensely painful. Used Cuticura and was completely healed.

From signed statement of Mrs. J. Thompson, 4, North St., Downland, Bristol, dated August 10, 1918.

It does not take you long to find out what Cuticura will do for eczema, rashes, itching, burning, fiery, watery pimples, etc. Bathe the affected surface with Cuticura Soap and hot water, dry lightly and apply Cuticura Ointment. At once the itching ceases, sleep and rest follow, and complete healing in most cases results in continued use.

Summers Free by Post. (Send to nearest agent for Cuticura.) Address: P. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenkins, G.B.E., D.S.P. (R.).

COMMENDATION.

P.O. 217 Leung Shu Man is commended by the C.S.P. for pluck exhibited whilst on duty in a recent street robbery case.

SUMMER UNIFORM.

Men who have not yet passed for summer uniform must at once make written application to their respective Equipment Officers for issue.

SEARCH SUPERVISORS.

Reference previous orders, the whole of No. 1 Platoon (except Water Police) will attend at Headquarters on Thursday, 28th inst., at 5.30 p.m.

APPOINTMENTS.

The Hon. C.S.P. approved the following: P.O. 428 Eldridge, ex Regular Police, to be Inspector on the Staff.

P.O. 436 Brook, ex Regular Police, to be Sergeant on the Staff.

P.O. 472 Bullock, Sergeant H.K.D.C. to be Sergeant.

P.O. 431 Thomas, Sergeant H.K.D.C. to be Sergeant.

All the above will do duty with the Search Supervising Squad.

Rejoined—P.O. 428 Goldring, to No. 1 Platoon.

By Order, T. F. Horos, A.S.P. (R.) and Adjutant.

WEATHER REPORT.

March 26d. 11A. 40m.—No returns from Japan and Vladivostok. Pressure has increased very considerably at all stations from Weihaiwei to Haiphong, and slightly elsewhere. An anticyclone is central over the lower Yangtze Valley, and fresh monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 0.44 inch, against an average of 0.55 inches.

Forecast for the 24 hours ending at noon on the 27th March:—

1.—Hongkong to Gap Rock: N.E. winds, fresh; cloudy, drizzling rain.

2.—Formosa Channel: N. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamcocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS IN MARCH.

The following table shows the Standard Time at which Official Night ends and begins during the month of March, 1918:

Date. Ends. Begins.

Mar. 26th, 8.10 a.m. 8.47 p.m.

" 27th, 8.08 " 8.47 "

" 28th, 8.08 " 8.48 "

" 29th, 8.08 " 8.48 "

" 30th, 8.07 " 8.48 "

" 31st, 8.06 " 8.48 "

EXCHANGE.

Hongkong, March 26, 1918.

On London: Bank Wire. 3/11.

On demand, 3/11.

On 30 days' sight, 3/11.

On 4 months' sight, 3/11.

On 6 months' sight, 3/11.